RALEIGH WYOMING MINING CO., GLEN ROGERS
WYOMING CO, WV

Report of a Bump December 9, 1957; Glen Rogers No. 2 Mine;
Glen Rogers, West Virginia; 5 Killed
(From Bureau of Mines report by J. L. Gilley, F. J. Furin,
and Thomas Allamon)

A coal-mine bump occurred at 10:45 p.m., Monday, December 9, 1957, in the main east section of the Glen Rodgers No. 2 mine and resulted in the instant death of 5 men and slight injury to 1 employee. The 7 other employees in the section were not injured. The rescue work, led by company officials, was completed at 6:35 a.m., December 10, 1957.

At the time of the coal-mine bump, blasting of coal cutting or mechanical loading operations were not actually in progress. Reportedly, 20 or 30 minutes had elapsed since cutting or blasting operations were performed.

Conditions within the active workings, from statements of witnesses, appeared normal. Essentially similar statements by witnesses were that small bumps (bumping) incidental to normal pillar extraction in this coal bed had occurred during this and the recent previous shifts.

No. 1 room had advanced about 230 feet, the No. 2 room approximately 250 feet, and the No. 3 room about 190 feet into the barrier block.

On the date the accident occurred, the second shift entered the mine at 4:00 p.m. The main east crew of 13 men, including the foreman, arrived on the section about 4:30 p.m. The loading machine crew was instructed to proceed to No. 1 room and load out the remainder of a cut of coal that was left from the previous shift. After the coal in the No. 1 room was loaded, the loading-machine crew loaded the cut of coal in No. 3 room, and in the meantime, the cutting-machine and preparation crews had cut and prepared the faces of No. 1 room and No. 2 room crosscut. Inasmuch as it was nearing quitting time, the foreman stated that he instructed the loading-machine crew to take the loading machine in No. 2 crosscut instead of in the No. 1 room. Also at this time, the foreman sent the cutting-machine and the preparation crews into No. 3 room to prepare this place for cutting and blasting. The preparation crew and the machine crew set 3 crossbars, and while the preparation crew was extending the track to the face of the No. 3 room , the cutting-machine operator and his helper drilled 3 holes in the face of the place. After drilling the 3 holes, they walked back and were placing the drill on the cutting machine parked about 30 feet back from the face when the bump occurred. The shot firer standing near the front end of the machine and about 5 feet outby 1 of the members of the preparation crew who was killed, miraculously escaped injury.

The gathering-locomotive brakeman stated that 3 cars of coal had been loaded from the No. 2 room crosscut, and when the locomotive returned from the sidetrack with 5 empty cars the loading-machine crew had signaled the brakeman to stop the trip until they had finished cleaning up the loose coal.

The section foreman stated that he was late in eating his

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lunch and while he was at the "dinner hole" (approximately 300 feet from the face of No. 1 room) sitting on a box eating a sandwich, the bump occurred. He said the concussion apparently must have knocked him off the box he was sitting on. He further stated that the dust in the suspension was so dense he could not see, but he started immediately toward the faces to account for his men. On his way in, he met the cutting-machine operator who told him that a fall of rock had occurred in No. 3 room and that the preparation crew had been caught underneath it. He said he went into No. 2 room crosscut and then into No. 3 room and called to the men, but when he did not get an answer to his repeated calling, he notified the surface about the bump and the men being caught.

The stress wave released was rather intense, and reportedly the tremor was perceived by persons on the surface within a radius of 2 miles from the scene. The greatest forces were released in No. 2 room and in the No. 2 Room crosscut, but effects of the bump were evident in each of the other 2 rooms; however, the intensity was least pronounced in No. 1 room. Considerable damage was done to the loading machine by the collapse of a large section of rock that ranged from 22 to 49 inches in thickness, 16 feet in width, and 35 feet in length. Several roof supports were broken and dislodged and line brattices were dislodged near the faces of the 3 rooms. The section of roof detached in No. 3 room was about 25 feet long and ranged from 2 to 33 inches thick.